

To-day's Advertisements.

TO LET.

SEMI-DETACHED VILLA RESIDENCES on Bowen Road (now in course of erection).
GROUND FLOOR, 52, PRINCE STREET.
OFFICES—1st floor, No. 10, PRINCE STREET. (Lately occupied by Messrs. MELCHERS & Co.)
"HARFORD" MAGAZINE GAP.
 No. 5, RIFTON TERRACE.
BRANIES BUNGALOW, KOWLOON.
 Apply to
THE HONGKONG LAND INVESTMENT & AGENCY CO., LD.
 Hongkong, 2nd November, 1899. [12]

CHINA NAVIGATION COMPANY, LIMITED.

FOR SHANGHAI.

THE Company's Steamship
"CHINKIANG."
 Captain Vaughan, will be despatched as above TO-MORROW, the 3rd instant.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 2nd November, 1899. [13754]

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND TAMSUI.

THE Company's Steamship
"HAIMUN."
 Captain Davis, will be despatched for the above Ports, on SUNDAY, the 5th instant, at Daylight.
 For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
 General Managers.
 Hongkong, 2nd November, 1899. [13792]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"GUTHRIE."
 Captain McArthur, will be despatched as above on SATURDAY, the 18th instant, at 4 P.M.
 This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
 This Steamer is installed throughout with the Electric-light.
 A Stewardess and a duly-qualified Surgeon are carried.
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the CHINA NAVIGATION COMPANY and vice versa.
 For Freight or Passage, apply to
GIBB, LIVINGSTON & Co.,
 Agents.
 Hongkong, 2nd November, 1899. [13782]

CHINA NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship
"CHANGSHA."
 Captain Moore, will be despatched as above on TUESDAY, the 21st instant.
 The attention of Passengers is directed to the fact that the First-class Saloon is situated forward of the Engines.
 A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 For Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 2nd November, 1899. [13762]

CHINA NAVIGATION COMPANY, LIMITED.

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.

THE Company's Steamship
"CHANGSHA."
 Captain Moore, will be despatched on TUESDAY, the 21st instant, at Noon.
 The attention of Passengers is directed to the fact that the First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the supply of Fresh Provisions during the entire voyage.
 A duly-qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
 N.B.—Return Tickets issued by this Company to and from AUSTRALIA, are available for return by the Steamers of the EASTERN AND AUSTRALIAN S.S. Co. and vice versa.
 For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
 Agents.
 Hongkong, 2nd November, 1899. [13772]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.

FROM NEW YORK AND STRAITS.

THE Steamship
"INDRAVELLI."
 having arrived from the above ports, Consignees of cargo by her, are hereby informed that their goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained. Cargo remaining unclaimed after the 9th instant, will be subject to rent.
 No Fire Insurance has been effected.
 Consignees are requested to present all claims for damages and/or shortages not later than the 16th instant, otherwise they will not be recognised.
 Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
 Agents.
 Hongkong, 2nd November, 1899. [13782]

TO be Let.

OFFICES TO LET.

NO. 24, 101, HOUSE STREET. Immediate Possession.
 Apply to
W. DANBY,
 Civil Engineer & Architect.
 Hongkong, 7th October, 1899. [12812]

TO LET.

OFFICE ROOMS on 1st floor of No. 41, Queen's Road Central, (lately the IMPERIAL BANK OF CHINA).
 Apply to
Comptroller Office,
E. C. HOCHAPPEL,
 Hongkong, 23rd March, 1899. [13982]

TO LET.

ROOMS on Top Floor of "Marine House" QUEEN'S ROAD CENTRAL.
 Apply to
BELLIOS & CO.,
 Hongkong, 31st October, 1899. [13982]

Intimation.

A. S. WATSON & Co., LIMITED.
WINE AND SPIRIT MERCHANTS.
 ESTABLISHED A.D. 1841.

BRANDIES.

A.—Hennessey's Old Pale, Red Capsule - - - - - \$18

B.—Superior Very Old Cognac Red Capsule - - - - - \$21

C.—Very Old Liqueur Cognac \$24

V.O.—D.—Hennessey's Finest Very Old Liqueur Cognac, 1872 Vintage, Red Capsule - - - - - \$36

V.V.O.—E.—Finest Very Old Liqueur Cognac, 1862 Vintage - - - - - \$48

All our Brandies are guaranteed to be PURE COGNAC, the differences in price being merely a question of age and vintage.

Sample bottles and smaller quantities will be supplied at proportionate wholesale rates.

A. S. WATSON & Co., Limited.
QUEEN'S ROAD CENTRAL.

MARRIAGE.

In New York City, N.Y., June 28th, by the Rev. Amos C. Miller, JOSEPH WILLIAM SCHERESCHWY, M.D., son of the Rev. S. J. Schereschewsky, D.D., to BESSIE FERRY, daughter of George F. Conklin, Esq., of Exeter, New Hampshire, U.S.A.

The Hongkong Telegraph

HONGKONG, THURSDAY, NOVEMBER 2, 1899.

NOTES AND COMMENTS.

THE LADYSMITH DISASTER.

Few items of news have occasioned more sensation in Hongkong than did the brief message, published in the "Standard" of the 18th inst., regarding the disaster at Ladysmith. The British Press, we are told, suspends judgment pending the receipt of details, and this indeed is the one only course to be pursued, for it is well known that the disaster at Ladysmith is a matter of such magnitude that it is impossible to believe that a force of two thousand men, with forty-two officers, would capitulate except under most exceptional circumstances. Many things may have happened of which we are unaware to make the disaster less of a disgrace to the British race. For all we know the men may have stumbled upon the Boers in the dark, or they may have run short of ammunition. But still the fact remains that the force did capitulate and it will require many brilliant achievements to wipe the unpleasant stain from our memories. The question now is, can Sir George WHITE manage to hold out longer at Ladysmith with the forces at his disposal, reduced as they have been by the Ladysmith disaster? If he can do so, well and good, but if not, and his retreat has been cut off towards the coast, then we may expect to hear of further British reverses. We know that it must be some days before any further reinforcements can possibly arrive and during these few days much may happen. Surely those responsible for the delay must now see the criminal nature of their conduct.

REUTER'S TELEGRAMS.

THE WAR.

LONDON, October 31st.

An official report of yesterday's engagement states that the Irish Fusiliers, Gloucesters and the 10th Mountain Battery detached to protect the left flank were obliged to capitulate after losing heavily. General White adds that he alone is responsible. A powerful Naval Brigade with heavy quick-firing guns arrived during the fight and their fourth shot disabled one of the enemy's siege guns which had a longer range than our field Artillery.

Sir Redvers Buller has arrived at Capetown.

LATER.

Forty-two officers and about two thousand men capitulated. They were surrounded in the hills.

FRANCE IN AFRICA.

Major (or M.) Bretonnet with two French officers and thirty Senegalese, forming the advance of the Gentil expedition have been killed fighting at Rabah.

THE PRESS ON THE LADYSMITH DISASTER.

The British Press while deploring the disaster at Ladysmith and suspending judgment pending details, says that the loss will not affect the issue as Great Britain is resolved to effect her object at any cost.

RE-INFORCEMENTS FOR SOUTH AFRICA.

The first battalion of the Suffolks, the Essex and the Derbyshires have been ordered to mobilise. The Gordon Highlanders and the Scots Greys sail on Wednesday.

REMOVAL OF QUARANTINE RESTRICTIONS.

Messrs. Lamck & Rogers, respectfully inform us that they are in receipt of a telegram from Messrs. G. Hale & Co., of Saigon, to the effect that quarantine restrictions upon arrivals from Hongkong have been removed at that port.

The Hon. Colonial Secretary confirms the news saying that the following telegram has been received this day from Her Britannic Majesty's Consul, Saigon:—"Free pratique granted to arrivals."

WEATHER REPORT.

The Observatory report says:—

On the 2nd at 11.55 a.m. the barometer continues to rise on the China coast. Pressure is high over N. China, with slight to moderate gradients and fresh monsoon on the coast, and in the N. part of the China Sea. FORECAST:—Moderate N.E. winds; fair.

LOCAL AND GENERAL.

THE departure of the P. & O. steamer *Jawa* has been postponed to 10 a.m. to-morrow, the notice of postponement arriving too late to allow of the advertisement being altered.

THE much-needed rain refuses to fall, says the *Foochow Echo*. The cloudy sky for many days past leads to the belief that we may not be long without it and it will be doubly disappointing now if it does not come at all.

THE new Representative of Siam at the Court of Japan was received in audience by the Emperor, for the purpose of presenting his credentials, on the 19th ult. Mr. Inagaki Shimesu was also received by His Majesty on the same day, preparatory to Mr. Inagaki's return to Bangkok in the capacity of Japanese Minister.

ACCORDING to the *Gangoon Times* a Chinaman's pig is said to have committed suicide on the municipal reclamation works there by laying its head on the rails in front of an engine. It was beheaded, and the Chinese owner is said to have thought the whole occurrence so mysterious that he preferred to have nothing to do with the pork.

A MISS COOLE, an English lady, has just made a successful ascent of the Wetterhorn. She left Grindelwald on a Friday, spent the night at the Gletschstein hut, and climbed from the hut to the summit (a height of 12,165 ft.) in five hours, returning safely to Grindelwald on the Saturday afternoon. Miss Coole proposes shortly to cycle round the world.

COLONEL EVATT, R.A.M.C., leaves for England to-morrow, by the *Jawa* to take over the command of the Plymouth district on promotion to the rank of Major General. As Army P.M.O. in Hongkong Colonel Evatt rendered himself extremely popular with both officers and men, the medical care of the soldier ever being his first thought. We wish him a speedy voyage and every success in his new command.

THIS morning, at the Magistracy, a Chinese house-owner named Chan Ying-cheung, residing at 61, Bulky Street, Hunghom, was fined \$30 for failing to time-wash 23 houses belonging to him in Hunghom. It needs a few gentle reminders of this sort to convince Chinese landlords that they have a few duties imposed upon them by law for the welfare of their tenants.

A SMART capture of eighteen Chinese men and women was effected by Inspector Hanson yesterday, who on receiving information that there was a gambling den at 34, Wing Kai Street, where the game of fan-tan was indulged in, sent two Chinese police constables to investigate. These men, let themselves in through the roof of the building and were spectators of the operations without being suspected of belonging to the police force. A larger force of police, under Inspector Hanson, however, was stationed outside waiting for the signal from their comrades, on receipt of which the house was rushed and the 18 gamblers captured. This morning they were brought up before Mr. Gompertz and the Government treasury was enriched by \$103.31.

THE Hon. Treasurer of the Alice Memorial and Nethersole Hospitals begs to acknowledge with thanks the following donations to the funds of the Hospitals:—

Kwong Wai Co. \$25
 Tsui Chan 10
 Sui Kee Chan 10
 Sam Wing Cheung 5
 Kwong On Co. 5
 Him Yuen 5
 Tung Foo Tai 5
 Hang Kee Hong 5
 Kin Fat Hong 5
 Sing On Hong 5
 Sing Tai Hong 5
 Kung Wo Hong 5
 Subscriptions under \$5 24

\$114

THE news of the death of Mr. H. G. Phipps, says the *Foochow Echo*, who was so long a resident at this port, was received here with general regret. His many old friends like to think and talk of him as he was in his palmy days, a splendid specimen of an Englishman; of the days when it was a pleasure to see him in the racquet court and the cricket field, and at other times enjoy his genial society. With the reverses of fortune which came upon him through the decadence of the China tea trade his health began to fail and he was unable to follow up the active life he had hitherto led. As it was understood that his visit to England had in a great measure restored his health and that he was prospering in Tientsin it was hoped that he might yet one day see him again as he was in his prime, or as nearly so as his added years would allow. But it was not to be, and he has gone to his rest.

ST. ANDREW'S BALL.

Arrangements for the practice dances, on Wednesdays, 8th, 15th and 22nd November, from 8 p.m. to 11 p.m. in the City Hall, in connection with St. Andrew's Ball, are being made. In addition to the regular music for the practice dances for Keels and Caledonians will be supplied by a party from the R. W. F. Band. It is hoped that this year ladies and gentlemen who enter St. George's Hall will wear dancing shoes so that damage to the floor may be avoided.

MARINE COURT OF INQUIRY.

A Marine Court of Inquiry was held at the Office of the Harbour Master, to-day under the provisions of Section 13 of Ordinance No. 26 of 1891.

The Court having for its members Commander R. Murray Rumsey, R.N., Deputy Harbour Master, and Staff Commander Richard J. Rogers, R.N., I.L.M.S. *Tamara*, John Henry Kinder, Esq., Master, Dr. S. S. Copley, Percy Hamilton Rolfe, Esq., Master, Dr. S. S. *Yuen Sang*, John Albert Norris, Esq., Master, Dr. S. S. *Chow Tui*, was held to make inquiry respecting the circumstances connected with the stranding of the British steamship *Shantung* commanded by Captain Heathfield Charles Dalton Frampton. A letter from Capt. Frampton applying for an inquiry and the warrant constituting the court was read.

Captain Frampton duly sworn said that he had been in the *Shantung* since 1893, with the exception of six months. The *Shantung* is owned by Butterfield and Swire. He sailed from Sourabaya (Java) on the 11th July on a voyage to Hongkong with a full cargo of sugar. He had a full complement of crew, and the ship was properly found.

An admiralty chart was put in and the spot pointed out by Captain Frampton where the ship struck also the position on the island of Seria where the *Shantung* was beached. He had seen lights on the island of Seria on a previous voyage and thought a vessel might have been wrecked there, so ran down close to the shore, from Samarang for the purpose of ascertaining. On the 8th July at about 2.25 he himself being personally in charge of the deck, he observed a light on the island of Seria, and also a boat which was apparently European.

He and the second officer consulted the chart and finding deep water close to the island ran in to within 2 miles, running north parallel to the island. At 2.30 she struck on a rock or reef.

He was going full speed at the time. He was afraid she had struck on a pinnacle so did not at once stop the engine. At 2.32 he stopped the engine and the vessel came to rest. He went to the stern and the vessel shot away.

He took a bearing at the time of stopping of the 2nd officer, to a bearing of the S. part of the island which he reported to be S. by E. true. At 6.15 on the 22nd July he proceeded to Singapore accompanied by the *Hupei* and S. S. *Atterbury* (which latter came to his assistance on the 13th July) reaching that port on the 24th, at ten minutes after twelve (noon).

The wells were sounded by the chief and third Officers who found that the ship was making water very rapidly in the fore hold and also in No. 2 hold, and the chief officer reporting water rising in the Engine Room he beached the ship.

After beaching, he kept the engines going slow ahead to keep the ship in the water. All boats were swung out and every precaution taken to save life. It was 3.40 when he beached her, at 6.30 he despatched the chief officer in the Life Boat Cutter, with a Malay quarter-master and 3 Chinese Sailors to Sarawak for assistance. The vessel lay moderately quiet till dark but bumped heavily during the night. Wells were sounded during the night and she was making no more water.

At 7.30 next morning he sent a boat ashore to find a landing place and during the day set up derricks and got the keel and anchor clear. The ship was slowly drawing gradually closer to the shore. At 4 p.m. the Company's steamer *Hupei* hove in sight and he went on board and requested the Captain to go to Singapore for assistance. At 5.30 the *Hupei* left for Singapore.

Captain Frampton then detailed the operations attending the lighting of the ship by discharging cargo into lighters brought from Singapore by the *Hupei* and the operations of the divers who repaired the damage done to the ships bottom by the rocks, which operations occupied several days.

Cross-examined by Capt. Rumsey.—He had soundings taken immediately after striking and found 75 fathoms of water inside the rocks. He had not sounded previous to striking. The second mate who sounded inside the rocks, in a boat, afterwards found 15 fathoms of water. The supposed wreck was merely a tree surrounded by drift wood and the boat belonged to some native fishermen. The fishermen whom he saw reported that there were two small rocks within the *Shantung* had struck.

The Chief Officer stated he was below at the time of the accident and did not know of the Captain's intention of running in shore. He approved of the ship being beached after all Captain Frampton's proceedings after the striking.

The second officer corroborated the evidence of Captain Frampton and the Court adjourned till 2.15 this afternoon.

On the Court resuming the president asked Captain Frampton the reason he had not had a Court of inquiry instituted at Singapore.

The Captain replied that he had reported the matter to the Harbour Master there, and he considered an inquiry unnecessary, and left it to him to call for an inquiry if he desired to do so.

He left his ship because his owners considered him to blame for the casualty and sent down to Singapore and relieved him of his command. They had said however that if he called for an inquiry and was exculpated that it would be a point in his favour therefore he had applied for the enquiry, as he was not afraid of investigation.

The President then announced that the Court was of opinion that with the exception of omitting to use the lead in close proximity to the land the ship was navigated by the master in a reasonable and proper manner, but as this omission did not appear to have contributed to the casualty and as in the subsequent proceedings commendable energy was displayed the Court did not consider it necessary to deal with the master's certificate.

THE COLLISION NEAR CAP-SUI-MUN.

We reported in our yesterday's issue that the river steamer *Tungking* had stranded on the beach near Cap-sui-mun and on making enquiries at the office of the owners, Messrs. Tung Kee & Co., we were able to obtain the following further particulars. It appears the *Tungking* was coming from the West River ports to Hongkong with passengers and cargo, at 4 o'clock yesterday morning, when near Cap-sui-mun, she collided with the German steamer *Sourabaya* receiving such severe damage that in order to save the lives of the passengers and crew, the Chinese captain ran the boat on to the beach; if this precaution had not been taken there is no doubt there would have been a very great loss of life. As it is, the passengers with their baggage are now in Hongkong, steam launches having been sent last night to their rescue. Carpenters and shipwrights also accompanied the launches and it is expected that they will be able to effect sufficient repairs to allow of her being towed to Hongkong to-morrow morning. The cargo fortunately did not amount to very much in value, a few hundred dollars, but what there was, has been completely spoiled. The total loss, however, cannot yet be estimated until both ships return to Hongkong. The *Sourabaya*, after the collision, proceeded on her voyage to Canton and on an examination

of the ship's hull being made, it was found that four plates were injured. The cause of the accident and the parties to blame have not yet been ascertained.

LEGAL INTELLIGENCE.

SUPREME COURT.

IN BANKRUPTCY JURISDICTION.
Before the Hon. W. M. Goodman (Acting Chief Justice).
 November 2nd.

Re JOHN MCIVER.
 This was an application by the Bankrupt for his discharge, under section 27 of the Bankruptcy Ordinance 1891.

The Bankrupt carried on the business of a chemist and druggist at the Pharmacy, Queen's Road, Central, and filed his petition in Bankruptcy on 15th February last. The immediate necessity for this petition was a writ issued by his late partner from whom the Debtor purchased the business, to enforce payment of the balance of the purchase money which had remained unpaid since 1897. A receiving order was made on 20th February, 1899, and the Debtor was adjudicated Bankrupt on 13th April last. His public examination was conducted on the 7th September last, and he now applied for his discharge. It appears, from the Report of the Official Receiver, that the total dividends will not amount to more than 30 per cent, and that the only matter with regard to which any blame can be attached to the Bankrupt, is his omission to take stock at regular and proper intervals, so as to know his position as a business man. There is no imputation of any fraud or extravagant living. He started the business with insufficient capital, and with borrowed money, which the profits have not enabled him to repay. In all the circumstances, the Court grants an order of discharge, but suspends its operation for a term of six months from this date.

In re CHAN A MAN, (alias CHAN CHAP SHAN) carrying on business as "Kang On Wo."
 This is also an application for the discharge of the Bankrupt, who formerly carried on business as a merchant exporting rice and sugar to Japan, importing, through his local agents there, general merchandise. His Hongkong office was in Bonham Strand West. He filed his petition on 7th April, 1899, in consequence of writs being served upon him by rice and sugar merchants. The adjudication in bankruptcy was on 7th Sept. last, and his public examination was concluded the same day. The dividend is not likely to amount to more than five or six per cent. It appears, from the Report of the Official Receiver, that the bankruptcy is to be attributed solely to losses in business operations amounting to \$14,000 owing to the sudden fall in the price of rice in Japan in the early part of this year and at the end of last year. In other words, the bankruptcy may be attributed to business misfortunes. The books appear to have been accurately kept and the Bankrupt appears to have rendered every assistance to the Official Receiver in the bankruptcy proceedings. In the circumstances, the Court grants a discharge, but on account of the smallness of the dividend, suspends the operation of the order as required by law. The period of suspension will be six months.

THE LAND QUESTION IN THE NEW TERRITORY.

(COMMUNICATED.)
 Now that the Government are gradually getting their administrative system in regard to the New Territory into working order they must, sooner or later, come to a definite decision as to the way in which they are going to treat the question of registration of titles to land. Already many deeds have been registered at the Land Office here and doubtless as many more at the branch office established in the Territory itself and this points to the fact that the question is likely to become a very large and important one in the near future and the sooner some definite system is decided upon the better. In order to fully understand the question, some general idea of the system of Chinese land tenure must be kept in mind.

Before the Colony was ceded to us, with the exception of the villages, almost the whole of the New Territory was waste land and since the cession it has been acquired by various owners from the Chinese Government at very low Crown Rates.

In the case of the villages the houses are mostly held under perpetual leases from the Chinese Government for which an annual rent is paid to the Mandarins.

In many cases the Leaseholders have granted sub-leases which are also perpetual. The rents for these sub-leases are collected by the Lessees who are responsible to the Chinese Government for the Crown Rent.

From this it will be apparent that where sub-leases have been granted the right of the Crown Lessee are confined to collecting the rents from the sub-lessees and to the disposal of all unoccupied ground belonging to him. Where no sub-leases exist the Crown Lessee holds the land in perpetuity subject to the payment of a yearly rent.

There is no doubt that, in all cases, deeds setting out the various dealings with each piece of land do exist or have existed. In very many instances, to avoid payment of rent, deeds have not been registered at the local Chinese Registries, but, unless fallen to pieces through old age, or lost or stolen, deeds are invariably to be found. A Chinese deed like most of their documents, is by no means of a clear and definite nature; the boundaries, in particular being described in the vaguest and most indefinite manner. The Government have found that, very naturally, the Chinese who own the land in perpetuity see no advantage in having a temporary lease for 99 years which is all we can give them. Some other method of recognition of validity of title must be found.

The most feasible and workable one seems to us to be in the shape of a "certificate of title" to be granted to the person actually in possession on a registering the deed under which he holds. This certificate should, in the first instance, be a provisional one only for one year, as soon as it is granted a notice should be posted up upon or in the vicinity of the property stating that such certificate has been granted and to whom and calling on anyone who claims the land to come forward and establish their claim. Other means of publishing the notice ought also to be adopted at the discretion of the Land Officer.

In the event of any adverse claim being made the cause could very well be tried by the Land Court proposed to be established, whose decision should be final and, if necessary, a fresh and indefeasible certificate should be granted to the person whose right is upheld. Should no one come forward with a claim during a year from the date of the provisional certificate a new and also indefeasible certificate should then be given to the registered owner.

This method would ensure the safety of the owner's title during our lease of the territory and would not disturb his tenure if he should subsequently reverts to the Chinese. A short ordinance enacting a policy of the general lines of the above would be exceedingly useful and save enormous trouble and expense and set at rest all doubt. There is, however, little doubt that the first thing, and the most important

thing, to be done is to have the survey made. I cannot but think that it would be highly advisable to detail off a portion of the staff to at once survey and properly ascertain the boundaries and the position of all land which is already registered, leaving the rest of the staff to survey the territory as a whole.

It is at present impossible to tell whether a piece of ground is registered or not, owing to the vagueness of description employed in the Chinese deeds, and, as one of the great objects of registration is to render the transfer of land simple and easy, it may almost be said, that all the present registrations are practically useless, no purchaser of land can, at present, be sure that he has a good title since it is impossible to say whether there is registered any other deed respecting the property he has bought or not. This is a state of things that should be put an end to at once and without delay and the quickest and surest way of doing it is to have each piece of ground surveyed as it is registered.

The unregistered land, however, there is no immediate hurry about that, but the registered land imperatively requires an immediate survey in order to make the registration of any practical use.

Another question arising out of land which will also have to be promptly dealt with, is where land is vested in a "long" or family, a system very prevalent in China.

The ordinary way the land so vested, is dealt with by the elders of the family; but, it can easily be understood, knowing what we do of the Chinese, that, in many cases it is difficult, if not impossible, to ascertain in the first place who are, and in the next place, what are the elders who have the right to exercise this power.

To have land vested in a family is, of course, utterly foreign and repugnant to our Courts and Legislature and now that we are brought face to face with it the only method of procedure is to cut the knot instead of picking at it and attempting to loosen it.

It may be asked how is it to be done. The way is simple. Incorporate in the Ordinance I have suggested above a clause vesting all power of dealing with "long" lands in the persons to be chosen by the "long" as a public meeting duly advertised and held under the supervision of a Government Official. Recognize no one else but these two representatives and the difficulty is solved.

To all those who invest their money in land I earnestly recommend a serious consideration of this question of New Territory registration.

Chemist can supply
Kong and the Empire
Hongkong. — *Adula*

Entertainments.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KAWACHI MARU.....	MARSEILLES, LONDON, and ANTWERP, via SINGAPORE, PENANG, COLOMBO & PORT SAID	To-morrow, 3rd Nov., at Noon.
INABA MARU.....	YOKOHAMA DIRECT.	Friday, 10th Nov., at 4 P.M.
W. Bainbridge.....	VICTORIA, B.C. and SEATTLE.	Thursday, 16th Nov., at 4 P.M.
INDUMI MARU.....	U.S.A. via Kobe & Yokohama.	Friday, 17th Nov., at Noon.
BINGO MARU.....	MARSEILLES, LONDON & ANTWERP via SINGAPORE, PENANG, COLOMBO and PORT SAID.	Friday, 17th Nov., at Noon.
G. E. T. Cook.....	VLADIVOSTOK, via SWATOW, AMOY, SHANGHAI, WEI-HAI-WEI, CHEFOO, CHENGSHU & NAGASAKI	Thursday, 23rd Nov., at Noon.
KOSU MARU.....	MANILA, THURSDAY ISLAND, TOWNVILLE, BRISBANE, SYDNEY and MELBOURNE.	Friday, 24th Nov., at 4 P.M.
KASUGA MARU.....		
E. W. Haswell.....		

* Through Passenger Tickets and Bills of Lading issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers.

For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office at No. 7, Praya Central.

A. S. MIHARA, Manager.

Hongkong, 1st November, 1899.

PHOTOGRAPHIC

PLATES, PAPERS, FILMS, CHEMICALS, KODAKS, CAMERAS, &c., &c., &c.

Coast Port Orders Executed.

ACHEE & CO., FURNITURE STORE, 17, QUEEN'S ROAD, HONGKONG.

"CLAYMORE."

FINE OLD SCOTCH WHISKY.

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In Powder and Crystals, also in Drops of 5 grains, easily soluble in Water.
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Hongkong, 19th August, 1899.

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[42]

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Hongkong, 11th September, 1896.

[10]

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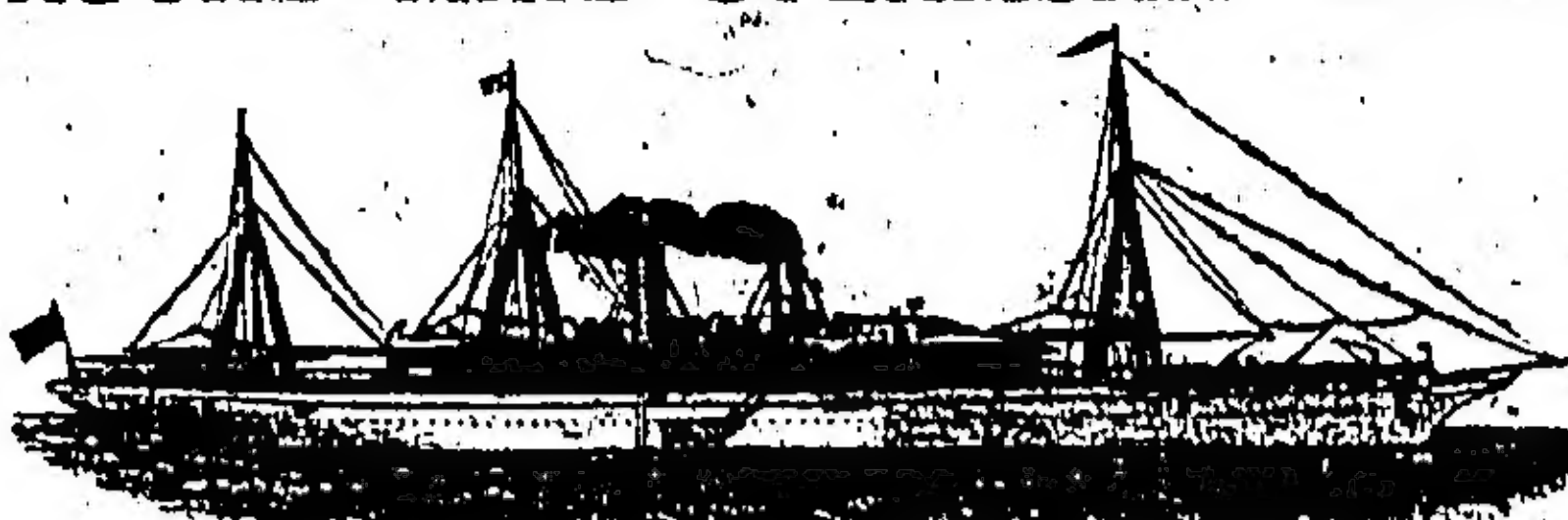
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EMPRESS OF JAPAN...Comdr. G. D. Bowles, R.N.R...WEDNESDAY, 20th Dec., 1899.

EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R...WEDNESDAY, 17th Jan., 1900.

THE magnificent Twin-screw Steamships of this Line pass through the famous INLAND

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For further information, Maps, Guide, Books, Rates of Passage, &c., apply to

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Hongkong, 25th October, 1899.

TOYO KISEN KAISHA.

TO SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.

"PROPOSED SAILINGS FROM HONGKONG."

AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Tuesday, 14th Nov., at Noon.

HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 9th Dec., at Noon.

NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Wednesday, 3rd Jan., 1900, at Noon.

THE Steamship

"AMERICA MARU,"

will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND

SEA, YOKOHAMA AND HONOLULU, ON TUESDAY, the 14th November, at Noon,

taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and are allowed to break

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lines of steamers, and to the principal cities of the United States or Canada. Rates may be

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Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

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Diplomatic, and Civil Services, to European officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to

San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at Office until 5 P.M. same day; all Parcel Packages should be

marked to address, in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

United States should be sent to the Company's Office in Sealed Envelopes, addressed to the

Collector of Customs at San Francisco.

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Queen's Building.

J. S. VAN BUREN, Agent.

Hongkong, 19th October, 1899. [1310]

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FOR PHILADELPHIA AND NEW YORK.

THE 315 A.I.I. American Ship

"ST. MARK."

Dudley, Master, shortly expected from MANILA will load here for the above Ports and will have quick dispatch.

For Freight, apply to

ARNHOLD, KARBURG & CO.

Hongkong, 20th September, 1899. [1198a]

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A special reliable Watch made for this Climate.

Quality A.....\$16

Quality B.....\$12

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(Freight Service.)

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT, BLACK SEA and HAITIC PORTS; NORTH and SOUTH AMERICAN PORTS.)

PROJECTED SAILINGS FROM HONGKONG. SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.	Freight and Passage.
*SIBIRIA.....	HAVRE and HAMBURG.	18th November.	Freight.
Braun.....	(LONDON with transshipment in HAMBURG)	19th November.	Freight.
SUEVIA.....	MARSEILLES, HAVRE & HAMBURG.	19th November.	Freight.
Förck.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight.
BAMBERG.....	HAVRE and HAMBURG.	About 28th November.	Freight.
Mayer.....	(LONDON with transshipment in HAMBURG)	About 28th November.	Freight.
*KONIGSBERG.....	HAVRE and HAMBURG.	About 10th December.	Freight.
Christiansen.....	(LONDON with transshipment in HAMBURG)	About 24th December.	Freight.
AMBRIA.....	HAVRE and HAMBURG.	About 24th December.	Freight.
Burmester.....	(LONDON with transshipment in HAMBURG)	December.	Freight.

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Taking Cargo and Passengers to JAPAN PORTS, HONOLULU and SAN FRANCISCO, THE UNITED STATES, MEXICO, CENTRAL and SOUTH AMERICA, &c.

Lady Joyce.....	3,094	about	Nov. 20
Strathgyle.....	5,023	about	Dec. 15
Carlisle City.....	3,002	about	Dec. 31

THE Steamship

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will be despatched for SAN DIEGO VIA NAGASAKI, KOBE, YOKOHAMA and HONOLULU, on or about MONDAY, 20th instant.

Through Bills of Lading issued to any point in the United States.

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Consular Invoices, to accompany cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the

Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to

BUTTERFIELD & SWIRE,

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Hongkong, China and Japan.

Hongkong, 1st November, 1899. [1330]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP CO.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

*ALGOA (via Moji, Kobe, Yokohama & Honolulu) Tuesday, 21st Nov., at Noon.

China (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama & Honolulu) Saturday, 16th Dec., at Noon.

(* Taking Cargo only.)

THE Chartered Steamship

"ALGOA,"

will be despatched for SAN FRANCISCO, via MOJI, KOBE, YOKOHAMA & HONOLULU, on TUESDAY, the 21st November, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

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Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail

Routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC,

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UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from

Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military,

Diplomatic, and Civil Service, to European Officials in the service of China and Japan, and

to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to

San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to

Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the

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Freight will be received on board until 4 P.M. the day previous to sailing. Parcel

Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the

A PREDICTION ON THE DURATION OF THE WAR.

Important light is thrown upon the Transvaal situation by a frank statement by Sir Walter P. Pearce, Agent General for Natal in London, who fought against the Boers in former years. He said (about the close of September): "The issue of the Orange Free State means its inevitable acquisition by Great Britain. Peace in South Africa can only be accomplished by war. In my opinion a war would not last more than two months. In order to make pacification effective Great Britain must assume absolute control over the whole of South Africa. So far as the position of Natal is concerned, all this talk about poor, undefended Natal is nonsense. There will be little or no fighting in Natal, if it comes to a war, and I fear that no other issue is now possible. What do you think 10,000 British troops would be doing while this much-talked-of Boer raid was in progress? Our railways are in good working order, and our troops can be transported quickly. The bad weather conditions have been magnified. A campaign could be carried on now just as well as in any other season. Two months from the day Sir Redvers Buller lands the fighting will be over. If the Free State had been loyal, fighting would not have lasted fourteen days. It is the likeliest thing in the world, however, that the Free State will be foolish enough to take a hostile attitude and that means her addition to British possessions. The Free State would always have been a disturbing factor in the quiet of South Africa. Great Britain has the power to work out ultimate peace. It remains to be seen whether she has the spirit. Upon the conclusion of war, which must be unflinching in order to be effective, British control must be absolute over all South Africa, in Cape Colony, Natal, and other sections. Half measure would only prolong unrest and produce more disturbances. I have known the Boers as well as any man. I have lived among them and I have fought them. To exist peacefully so close to them is an utter impossibility. Negotiations are well enough in their way, but British control of the Transvaal must come eventually. For years the Boers have been crying, 'Throw the Uitlander into the sea, and 'Out with him.' Possibly they are not so virile as during the last war, but there is little difference. My idea is that if the Boers were caught in the open once or twice the thing would be ended. They never have stood in the open and it was some time they will have to do more than stay in the hills. This is not optimistic twaddle, but an opinion based upon my experience in campaigns against the Boers. I have not the slightest fears for the safety of my colony or its towns. It is possible that a few Boer incursions might get a few miles into Natal, but no further, and must be remembered that many of those living on the edge of the Natal border are themselves Boers."

[Events have since proved Sir Walter's faith in the safety of Natal to be anything but well founded.—Ed., H.K.T.]

THE REAL BOERS AT HOME.

It is a mistake to take Paul Kruger and his surrounding politicians as types of the Boer. Also it is a mistake to take the dweller in the towns as typical. To unearth the real Boer one must seek the wide and solitary veldt, the hidden valleys, the distant hills, and there, on his farm, draw him out and study him. Your true Boer despises the town. He is essentially an agriculturist, and a hunter. Up to 1862 he never saw a railroad in his country, and he was bitterly opposed to its coming. He argues that the railroad will drive away his game, and without anything to shoot at, life will not be worth living. He is extremely conservative, and with strangers brusque and taciturn, but if he finds you are harmless he can be very hospitable. He does not drink deep. He is religious, with a gloomy, stern religion. Like all people whose belief in the Bible is of a somewhat uncompromising kind, he is more or less superstitious. He is moral. He does not believe in divorce laws. He marries early in life, and is convinced the highest blessing is an abundance of children. He is sturdy built as a rule, thanks to his way of life, which is the same as that of his father and his ancestors for many generations—an open air life, with lots of beef and cabbage and milk. He is a good horseman, and a remarkable marksman. He understands that the man who can shoot straight and without excitement makes, nowadays, the best soldier. He fears God and loves his country, but can not understand the need of a war-gatherer. He is, in fact, the backbone of the last century in the United States, come to life again in Africa.

At the first hint of gray in the eastern sky, at the first crow of the cock, the farm household is up and stirring, and breakfast, with the usual strong coffee the Boer loves, is over by the time the sun rises. The men are out and about at once, looking after just the same chores as on an American farm in the west, save those who are off to replenish the larder by shooting a springbok, a hartbeest or some such species of deer. The women have plenty of work about the house. The genuine old Boer farm-furnishings itself every necessary to its occupants. The furniture is often made by the farmer, or he has great, unwieldy, carved chests and bureaus which have come to him from his ancestors. He can make his own shoes. His women dress and weave his own sheep's wool, and make their clothes from it. All he really has to buy is farming implements, and of these he prefers the primitive tool, though enterprising agents have introduced such things as mowing and other machinery.

During the day he works leisurely, content to make a living out of the ground. He has been seen sitting in his wagon for hours watching an enterprising, hustling Uitlander with wonder as the foreigner worked continuously with all kinds of new-fangled machines, producing far more from the earth than his wants required, because he wished to market the surplus and make money. He has been seen thus shaking his head in pity and not unmingled with contempt at such a fellow. The Boer is not a money-maker. He does not want a bank account. So he drives his slow-moving ox wagon away on the hot and dusty trek, meditating on the want of faith these Uitlanders have, who can not trust the future to God and be content with to-day.

It is not, however, all peace. At the American backwoodsman was continually on his guard against Indians, so the Boer is ever ready to take the field against a Kaffir tribe or the British. Then the plough and the hoe are laid aside, and the rifle is hunted carefully, but not now for a pleasant hunt after game. The call to arms is simple and primitive. It is a shout. It amounts to little more than a shout. The Boer's shout was to shout at the top of his voice, so that the whole country could hear him. "All hands on deck for action!" At the war cry the patriots know they have been "committed." There is no quibbling about volunteering, or enlisting, or drilling. Except the women, the very old and the very young, everybody responds, even the boys of thirteen and fourteen—but the average Boer boy is a pretty tough and healthy lad, and has been taught to shoot since he was ten. Each man takes his horse and his rifle

and proceeds to the rendezvous of his district. The station is with them, and with prayer and praise the farmer-soldiers march out to defend their country.—New York Sun.

FOREIGN VIEWS OF THE FILIPINO WAR.

Despite our increased armaments, the press of other countries begin to express doubts that we shall be able to impose our will upon the Filipinos, and our efforts this winter will be closely watched.

According to all reports published in Europe the Filipinos are more willing than over to fight for their freedom. The correspondent of the *Höfnische Zeitung* declares that the American troops are never safe from attack, although the Filipinos are not yet in such a condition that it would be wise for them to risk a pitched battle. In Cebu and Negros the independence party has the upper hand, although according to the same paper, the Americans, to pacify the latter island, summarily shot forty-three natives supposed to sympathize with the independence movement. Another correspondent writes that no decent Filipino will accept of force under the Americans. Everywhere throughout the group there are state assemblies which side with Aguinaldo, and regents appointed by the Americans are being protected by American bayonets. One British colonial paper of undoubted loyalty to the English-speaking race, *The Friend of India*, Calcutta, expresses the opinion that the world does not benefit by being subjected to the rule of these nations. It says:

"Englishmen and Americans are probably, in the main, neither better nor worse than Frenchmen or Germans, but they have a greater desire to appear better, and therefore they defend their conduct with arguments which in the eyes of foreigners seem pure hypocrisy. As Englishmen who know what empire means, they earnestly hope that the American people will abandon the attempt to reduce the Filipinos to direct submission to American rule. It is a short-sighted view which fosters the belief that all the world would be better for the adoption of the particular form of civilization which commends itself to the Anglo-Saxon race. In many obvious respects that civilization is most unlovely."

The same writer describes the life of the masses here and in Great Britain, and adds:

"To reduce the whole of the world to their domination would be to strike a blow at real progress from which humanity would never recover. It is in the variety of types that the possibility of progress lies, and those of us who realize that, in spite of protest and in spite of opposition, the Anglo-Saxon race will continue to enlarge its dominion, are only anxious that this dominion, which the pride of race compels shall be reduced, wherever possible, to the merest shadow of sovereignty. The true burden of the Anglo-Saxon race is to keep the peace of the world. And that burden is one that can be lightly borne, if only we determine to reject all idea of imposing upon other peoples our customs, our creeds, our ideals."

The presence of a considerable number of people in the United States who oppose the attempt to subjugate the Philippines is duly noticed abroad. An article in the *New York Nation* has been translated into several languages, and the following sentence, with which the article closes, has been much quoted: "Even if the last town of the Philippines has been given to the flames and the last native been shot in his mountain fastness or swamp, it is not the Filipinos, who will be the losers." The Berlin *Tagblatt* thinks the assertion that only one tribe, the Tagals, opposes the Americans "very complimentary to the Tagals."

The general tone of the papers commenting upon the matter is to the effect that the American people should at least come out openly with the assertion that their aim is conquest pure and simple. *The Work*, Toronto, says: "What is especially irritating in President McKinley's his illness." He has given a good many of the Filipinos peace, at all events, if not charity, the peace of the grave, and he is preparing to give it to as many more of them as decline to participate in well-being under the Stars and Stripes: in other words, to become the serfs of his Government, to preferring freedom and the possession of the land which is their own. There is even relief in turning from the sanctimony of the President to the frankness of *The Globe-Democrat*, which hopes that the liberty-loving and despotic Aguinaldo, the impotent assassin of the American flag, will be driven into the sea, and the sovereignty of six feet of soil in Luzon. *The Globe-Democrat* always denounces Aguinaldo as a rebel. Washington was really a rebel. He was in arms against a government the legitimacy of which he had never denied, and could not possibly deny. Suppose that at the end of the Revolutionary War France had bought the colonies of Great Britain, and on their declining to be handed over, had proceeded to shoot down as rebels those with whom she had been acting as allies. That case would not have differed from the present, saving in the relative strength of the parties concerned, which, except in the eyes of buccannery, does not affect justice."

Dr. Barth, the editor of the Berlin *Nation*, believes that ignorance is largely responsible for jingoism. He says:

"Narrow views with regard to nationality, caused by the ignorance of the people and fostered by the sensational press, is at the bottom of it all. Our political life would be much improved, were it not that the sort of phrase-maker can always obtain influence by appealing to national prejudice. That morality is hardly admitted in theory. In practice, the barbarous rule is followed that injustice to one people is a virtue."

In answering the question. Who was responsible for the beginning of hostilities between the American and Filipino troops at Manila? foreign writers are nearly as unanimous against the United States as they are in condemning France for the Dreyfus case. Every correspondent, every traveller, who has endeavored to probe the matter is convinced that the Americans wantonly provoked a fight. At any rate, they declare, the Americans were ready and waiting for the officers and men were at their posts within a few minutes, and many of their officers and men were taken prisoners on that account. From a long letter by Jean Hess, the correspondent of the Paris *Figaro*, we condense as follows:

"These Filipinos are not the brutes or savages which they are made out to be by the Americans, and their courage knows no bounds. They know that, for their independence, blood must be spilled, and they are ready to sacrifice their lives. They reckon on the time when, after the Tagal resistance has been overcome, the Tagal fighters will raise a new generation of fighters. Only by destroying the race can the idea of independence be eradicated. Some Americans tell me that it is really their intention to wipe out the Filipinos altogether. Can they do it? There are some ten millions of them."

The *Postische Zeitung*, Berlin, is informed that in Manila "taxes are higher, security of life and property less, and business worse than under Spanish rule."—*Literary Digest*.

A MINER STUMBLES ON WEALTH.

In an interesting article on "Fortunes Found in Strange Places," which appears in the October number of *The New Penny Magazine*, the author tells many quaint stories. Here is one:—A miner in New California broke casually into a great cave, and just inside was a shelf of rock. Upon it, to his amazement, stood a stone iron-bound sailor's chest. Confident that he was in presence of important treasure trove, he was soon at work with his pickaxe at the solid fastenings of the box. It was a stiff bit of labour, but at last he crashed off, and the man's eyes were delighted by the sight of a large quantity of gold in a strange old coinage. He kept his secret close, and got the money to New Orleans, where he managed a deal. The treasure was Spanish, and it was believed, had been placed in the cave for secrecy at the time of the Don's wild and far-reaching adventures. Then, during centuries earth deposits had formed over its hiding-place, until an impetuous immigrant miner struck his tool through, and, in a fashion he did not expect, stumbled on wealth.

THE MALARIAL MOSQUITO.

Advice has been received at Liverpool from the Malaria Investigation Expedition to West Africa that the members of the Liverpool Commission, with the assistance of the colonial medical staff and others, have now started the operation of hunting for the anopheles (malaria mosquito) grub in water. This is a tedious but most important task, and necessitates a very careful inspection of all the ground in Freetown. So far these grubs have only been found in a shallow puddle and two tubs of stagnant water, but it is hoped that the minute inspection that is now being conducted of the ground will have satisfactory results. Dr. van Neck, the official delegate of the Belgian Government, who started from Antwerp for the expedition, had sailed, has now joined the expedition. In view of the importance of completing the expedition's researches, instructions have been given to the Major Ross to use his own discretion as regards the date of his return. It is hoped that this extension of time will enable the commission to complete its labours satisfactorily.

UNCLAIMED LETTERS AT THE POST OFFICE.

Letters for the following persons lie unclaimed at the Post Office:—

Arndt, J.	Mansfield, Miss M.
Alf, Mrs. E.	Mohamed, Ahsain
Allopp, G. F. E.	McGillivray, D.
Andersson, Miss M.	Mathews, A.
Abbas, J. S.	Noses, H. E. H.
Blake, R. E.	McLean, Grace H.
Branch, Capt.	Nathan, Mrs. N. F.
Bona, Jasim.	Omar, P. L.
Barnett, A.	Orient Trading Co.
Bachmann, Mrs. E.	Parker, F. D.
Bark, F. W.	Paul, W. E.
Beek & Co., A.	Poincili, C. H.
Burris, Miss L.	Panton, Capt. J.
Brooks, J. S.	Petschak, M.
Bingham, J. E.	Porusse, L. L.
Brooke, F. N.	Panoch, T.
Bryan, J.	Prynn, F.
Corrad, Mons.	Passano, Mrs. T.
Clark, Miss M.	Parridge, C.
Crawford, T. C.	Pienings, T. F.
Clark, Mrs. A.	Rhodes, F.
Cohen, M. C.	Robinson, Mr.
Cooper, Rev. A. W.	Rosa, Mr. de
Dunlavy, F. J.	Reynolds, K.
Duncan, Mrs. J. A.	Reynolds, J.
Drocher, Mons.	Reyes, C.
Debeaux, R.	Robertson, C.
Dado, Mrs.	Sprague, Dr. F. F.
Donkin, Mrs.	Saunders, Fred.
Dubbers, A.	Schier, J.
Eidelstein, P.	Saidman, A.
Edwards, M.	Schoenfelder, E.
Figueroa, Mrs. A. F.	Spannal, Miss A.
Fullam, Dr. W. A.	Snyder, Mrs. T. G.
Fassitt, Hon. J. S.	Simson, Mrs. A. J.
Terscho, O.	Spencer, C. N.
Francis, M.	Stamwood, E. E.
Gocho, F. V.	Stephens, T. H.
Graham, Miss L.	Saleska, Mrs. R.
Geldman, A.	Saidner, D. C.
Graham, Miss M.	Snicker, P. L.
Glover, J.	Stanley, J. W.
Hutchinson, Mrs. F.	Thomson, R.
Hofstad, L.	Townsend, A. M.
Harding, W. A.	Troos, M. P.
Hart, Miss M.	Taylor, Miss C.
Ilphand, Capt. M.	Tata, F. H.
Jeffries, J. Y.	Taber, Miss H.
Jones, J.	Trois-Breilart, Mons.
Lee, Mrs. M.	Toy, W. B.
Kirby, Miss H. G. M.	Vochel, R.
Knit, A. E.	Williams, H.
Liberge, Mme. C.	Wood, E. W.
Lobo, D. C.	Ward, Capt. H. D. O.
Lee Fung, M.	Willoughby, Capt. J. T.
Lloyd, G. R.	Walker, H.
Lock, H. S.	Wilckens, H.
Lambe, W. P.	Wiener, Mrs.
Lawson, H. L. W.	Weismann, B.
Li Shin Chuen.	Watson, E. R.
Morris, W. R.	Walter, E.
Morton, V.	White, J. B.
Moit, E. W.	White, W. R.
Mehajenije & Co.	Williams, R.
Müller, O.	Young, G. W.
Mure, R.	Zalaskia, Mrs. R.
Marti, A. B.	
Meimann, H.	
Medanide, E.	

Unclaimed Letters for Merchant Ships.

Acacia, s.s.	Kong Pak
Brook Castle	Lady Joyce, s.s.
Carguerne, ship	Marin, s.s.
Cleaverdale, s.s.	Moglia, s.s.
Dumbarton, ship	Pegasus, s.s.
Delaunay, s.s.	Retriever, s.s.
Friesland, s.s.	Retriever, s.s.
Falls of Keltie, s.s.	Retriever, s.s.
Garonne	Shrewbury
Hopings, s.s.	Vale of Doon, ship
Haitien	Valkyrien, bark
Joe Seagers	Velocity
Japan, s.s.	

Dead Letters.

Baptista, M. H.	H.M. Naval Yard.
Breiting, H.	Singapore.
Clifton, Miss G.	Manila.
Falkirk, J.	Manila.
Gilmore, Miss I.	Melbourne.
McDonald, Mrs. G.	Hongkong.
Scott, J. C.	Canterbury, N.Z.
Shidone, Mr.	Manila.
Viram Singh.	Thaipan.
Williams, Mrs.	Manila.
Watson, Dr. G.	Melbourne.

The above letters have been returned from various places at which the addressees cannot be found, or have been refused. If not claimed within ten days, they will be opened and returned to the writers.

"And was your speech a success?" Well, when I sat down they said it was the best thing I had ever done."

Shipping. STEAMERS.

WEST RIVER SERVICE.

THE New River Steamers

"SAMSHUI" & "WUCHOW," will be despatched alternately from Messrs. DOUGLAS LAPRAIK & CO.'S WHARF, at 5 P.M., on MONDAYS, WEDNESDAYS, and FRIDAYS, for WUCHOW, calling at KONG-MOON, KANCHUCK, SAMSHUI, SHUIHUNG and TAKING.

Both Vessels have Superior Accommodation for Saloon Passengers. Fares, including Sleeping Berth and Meals. HONGKONG TO SAMSHUI. Single Fare, \$10.00. Return Fare, 17.50. HONGKONG TO WUCHOW. Single Fare, \$20.00. Return Fare, 35.00.

The Attention of Passengers is drawn to the Magnificent Scenery on the West River. Arrangements can be made for the Steamers to stop at SHUI HING to enable Passengers to visit the celebrated "MARBLE ROCKS" and "CAVES."

For further information, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 16th October, 1899. [13074]

THE OSAKA SHOSHEN KAISHA, LIMITED.

FOR SWATOW, AMOY AND TAMSUI. THE Company's Steamship

"TAMSUI MARU," Captain K. S. Yamada, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to MITSUI BUSSAN KAISHA, Agents. Hongkong, 30th October, 1899. [13133]

FOR SINGAPORE, PENANG AND CALCUTTA. THE Steamship

"LIGHTNING," Captain S. B. Nelson, will be despatched for the above ports, on SUNDAY, the 5th November, at Daylight.

For Freight or Passage, apply to DAVID SASSOON, SONS & Co., Agents. Hongkong, 31st October, 1899. [13602]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA VIA AMOY. THE Company's Steamship

"YUENSANG," Captain P. H. Rolfe, R.N.R., will be despatched as above on MONDAY, the 6th instant, at 4 P.M.

This Steamer has Superior Accommodation for First Class Passengers. For Freight or Passage, apply to JARDINE, MATHESON & Co., General Managers. Hongkong, 1st November, 1899. [13664]

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"BENEDI," Captain Farquhar, will be despatched as above on TUESDAY, the 7th November.

For Freight, apply to GIBB, LIVINGSTON & Co., Agents. Hongkong, 26th October, 1899. [13533]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ, PORT SAID, FIUME AND TRIESTE.

(Taking Cargo at through rates to South Africa, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT AND ADRIATIC PORTS.)

THE Company's Steamship

"POSEIDON," Captain A. Leva, will be despatched as above on WEDNESDAY, the 8th November.

Silk and Valuables are transhipped on arrival at Bombay into an accelerated liner. For information as to Passage and Freight, apply to SANDER, WIELER & Co., Agents. Hongkong, 31st October, 1899. [13672]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"HECTOR," Captain Barr, will be despatched as above on TUESDAY, the 14th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 9th October, 1899. [13232]

SHEWAN TOMES & CO.'S "NEW YORK" LINE.

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"MOYUNE," Captain Conradi, will be despatched for the above port, on WEDNESDAY, the 15th November, in the Afternoon.

For Freight or Passage, apply to SHEWAN TOMES & Co., Agents. Hongkong, 23rd October, 1899. [13182]

FOR NEW YORK VIA SUEZ CANAL. THE Steamship

"ST. JEROME," will be despatched for the above port on or about the 15th instant and will be followed by S.S. "AFGHANISTAN."

For Freight, apply to DODWELL & CO., LIMITED, Agents. Hongkong, 1st November, 1899. [13452]

"GLEN" LINE OF STEAMSHIPS.

FOR LONDON, VIA SUEZ CANAL. THE Steamship

"GLENSHIEL," will be despatched as above on MONDAY, the 20th November.

For Freight or Passage, apply to MCGREGOR BROS. & GOW, Agents. Hongkong, 27th October, 1899. [13552]

OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. THE Company's Steamship

"MACHON," will be despatched as above on TUESDAY, the 28th November.

For Freight, apply to BUTTERFIELD & SWIRE, Agents. Hongkong, 31st October, 1899. [13332]

Shipping. STEAMERS.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOCHOW. THE Company's Steamship

"HAICHING," Captain Hodgins, will be despatched for the above ports, TO-MORROW, the 3rd instant, at Daylight.

For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers. Hongkong, 2nd November, 1899. [13714]

FOR MANILA AND CEBU. THE Steamship

"VENUS," Captain D. Imas, will be despatched as above TO-MORROW, the 3rd instant, at Noon.

For Freight or Passage, apply to BRAN DAO & Co., Agents. Hongkong, 2nd November, 1899. [13614]

Consignees.

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

NOTICE.

CONSIGNEES OF CARGO per Steamship "COPIE."

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for Countersignature, and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

J. S. VAN BUREN, Agent. Hongkong, 28th October, 1899. [13612]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamship

"BENGAL," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Godowns at Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out mark by mark and delivery can be obtained as soon as the Goods are landed.

From London, &c., ex S.S. *Briantia*. From Italy, &c., ex S.S. *Thames*. From Persian Gulf, &c., ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 2 P.M., TO-DAY.

Goods not cleared by the 3rd November, at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

All damaged Packages must be left in the Godowns and a certificate of the damage obtained from the Godown Company within ten days after the Vessel's arrival here, after which no Claims will be recognised.

H. A. RITCHIE, Superintendent. Hongkong, 28th October, 1899. [13602]

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "ENERGIA," FROM NEW YORK AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 4th November, will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 4th November, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in

Intimations.

NOTICE.

NIGHT SCHOOL FOR EUROPEANS, by an
EX-SCHOOLMASTER.
Terms moderate, for Particulars apply
to the Office.

Hongkong, 18th August, 1899. [1048a]

THE CHINA & JAPAN TELEPHONE
COMPANY, LIMITED.

HONGKONG EXCHANGE,
OPEN DAY AND NIGHT.

SUBSCRIPTIONS.

EXCHANGE LINES, \$80 Per Annum.

PRIVATE LINES, \$100 Per Annum.

NO CHARGE FOR INSTALLATION.

N.B.—A special charge is made for lines of
more than average length.

ELECTRIC SUPPLIES OF EVERY DES-
CRPTION IN STOCK,
INCLUDING—

BATTERIES,

CHEMICALS,

INSULATORS,

ELECTRIC BELLS,

LIGHTNING CONDUCTORS,

SWITCHES,

TELEPHONES,

WIRE, &c., &c.,

PRICE LISTS ON APPLICATION.

ELECTRIC BELL INSTALLATIONS,

Erected and kept in order.

Estimates given for all kinds of Electrical
work.Trained Mechanics sent to Out-Ports to fit
up Installations if required.

NOTE ADDRESS—13, PRAYA CENTRAL.

For full particulars &c., &c.,
Apply to
W. STUART HARRISON,
Manager.
Hongkong, 18th January, 1898. [135]

GRIMAUD'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST

All suffering from Catarrh, Con-
sumption, Obstructive Coughs or
Colds and those affected with diseases
of the Chest, Lungs and Bronchial
Tubes, should take
GRIMAUD'S SYRUP OF HYPO-PHOSPHITE OF LIME
Prescribed by the leading medical author-
ities in all countries for the last twenty-
five years with the greatest success, it
continues to retain its reputation where
all other medicines have failed.
Grimaud's Syrup immediately arrests
the Cough, Spitting of blood and Night-
sweats, and the Appetite improves rap-
idly—a fact soon demonstrated by an in-
crease of weight and healthy appearance.
Grimaud's Syrup has a rose colour,
and is sold in flat oval bottles. Beware
of imitations.
GRIMAUD & Co, Paris. Sold by all Chemists

The Share Market.

LATEST QUOTATIONS.

(November 2nd.)

Banks.

Hongkong and Shanghai Banking Corporation

—340 per cent. prem. Bankers

The Bank of China & Japan, Ltd.—(Preference)

—300 buyers.

The Bank of China & Japan, Ltd.—(Ordinary)

—300 buyers.

The Bank of China & Japan, Ltd.—(Deferred)

—300 buyers.

National Bank of China, Ltd.—\$30.

Do. —\$30.

Marine Insurance.

Union Insurance Society of Canton, Ltd.—\$25.

China Traders Insurance Co., Limited—\$25.

North China Insurance Co., Ltd.—\$121.

Yangtze Insurance Assoc. Ltd.—\$121.

Canton Insurance Office, Ltd.—\$135 buyers.

Straits Insurance Co., Ltd.—\$5.

Fire Insurance.

Hongkong Fire Ins. Co., Ltd.—\$330.

China Fire Ins. Co., Ltd.—\$86.

Shipping.

Hongkong, Canton, & Macao Steamboat Co.,

Limited—\$29.

Indo-China Steam-Navigation Company, Ltd.

—\$30 buyers.

China and Manila S.S. Co., Ltd.—\$90.

Douglas Steamship Co., Ltd.—\$475.

China Mutual S. N. Co., Ltd.—(Preference)

—\$20 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)

—\$20 buyers.

China Mutual S. N. Co., Ltd.—(Ordinary)

—\$20 buyers.

Star Ferry Co., Ltd.—\$19.

Refineries.

China Sugar Refining Co., Ltd.—\$15.

Luzon Sugar Refining Co., Ltd.—\$48.

Mining.

Punjab Mining Co., Ltd.—\$98.

Do. Preference Shares—\$180.

Société Française des Charbonnages du Ton-

kin—\$350.

Queen Mines, Limited—\$50.

Jebeub Mining and Trading Co., Ltd.—\$1475.

Raub African Gold Mining Co., Ltd.—\$64.

Oliver's Freehold Mines, Ltd.—(A) \$11.

Oliver's Freehold Mines, Ltd.—(B) \$7.

Great Eastern and Caledonian Gold Mining

Co., Ltd.—\$180.

Docks, Wharves and Godowns.

Hongkong & Whampoa Dock Co., Ltd.—\$30

per cent. sales.

Hongkong and Kowloon Wharf and Godown

Company, Limited—\$88 sales and buyers.

Wanchai Warehouse and Storage Co., Ltd.—\$45

buyers.

New Amoy Dock Co., Ltd.—\$18.

Lands, Hotels and Buildings.

China Provident Loan and Mortgage Co., Ltd.

—\$950 buyers.

Hongkong Land Investment and Agency Co.,

Ltd.—\$110 buyers.

Kowloon Land and Building Co., Ltd.—\$28.

West Point Building Co., Ltd.—\$30.

Hongkong Hotel Co., Ltd.—\$115 buyers.

Humphrey's Estate and Finance Co., Ltd.—

\$10.

Miscellaneous.

Green Island Cement Co., Ltd.—\$28.

China-Borneo Co., Limited—\$104 buyers.

A. S. Watson & Co., Limited—\$1650.

Hongkong Electric Co., Limited—\$11 sales.

Hongkong and China Gas Co., Ltd.—\$130.

Hongkong Rope Manufacturing Co., Ltd.—\$189.

Geo. Fenwick & Co., Ltd.—\$424.

Hongkong Ice Co., Ltd.—\$125.

Hongkong High-Level Tramways Co., Ltd.—

\$1475.

Dairy Farm Co., Limited—\$6.

Hongkong & China Baking Co., Ltd.—\$25.

Campbell, Moore & Co., Ltd.—\$15 buyers.

Bell's Asbestos Eastern Agency, Limited—\$1

nominal.

Bell's Asbestos Eastern Agency, Ltd.—\$5.

Carmichael & Co., Limited—\$8.

Hongkong Cotton Spinning, Weaving and

Dyeing Co., Ltd.—\$60.

Ewo Cotton Spinning & W. Co., Ltd.—\$15.66.

International Cotton Mfg. Co., Ltd.—\$12.75.

Lou-kung-mow Cotton Spinning & Weaving

Co., Ltd.—\$12.75.

Soy Chee Cotton Spinning Co., Ltd.—\$15.

Yehnam Cotton Spinning Co., Ltd.—\$15.35.

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EXCHANGE.

Hongkong, and November.

ON LONDON, Telegraphic Transfer 1/10 15/16

Bank Bills, on demand 1/11

Credits, 4 months' sight 1/11

D'ments, 4 months' sight 1/11

ON BERLIN, (demand) 1/10 15/16

ON PARIS, Bank Bills on demand 1/11

Credits, 4 months' sight 1/11

ON NEW YORK, Bank Bills, on demand 1/11

ON BOMBAY, Telegraphic Transfer 1/10 15/16

ON SHANGHAI, Telegraphic Transfer 1/10 15/16

Private, 30 days' sight 1/11

ON YOKOHAMA, T.T. 1/10 15/16

Private, 30 days' sight 1/11

Sovereigns, Bank's Buying Rate 1/10 15/16

Gold Leaf too touch, per tael 1/10 15/16

Bar Silver 1/10 15/16

Dollars 1/10 15/16

48 per cent. prem.

VESSELS IN PORT.

ALFESINE, British steamer, 1,050, C. Slade,

31st Oct.—Amoy 30th Oct. Ballast.

ANAPA, British steamer, 2,251, G. Williamson,

23rd Oct.—New Port 9th Sept. Coals.

CHOWTAI, British steamer, 1,115, J. A. Morris,

21st Oct.—Batavia 20th Oct. 23rd

Oct. Rice and General.—Yuen Fat Hong.

CHWNSHAN, British steamer, 1,282, J. F.

Messer, 28th Oct.—Koh-si-chang 20th

General.—Bradley & Co.

COPIC, British steamer, 2,744, J. H. Rinder,

R.N.R., 27th Oct.—San Francisco 29th

Sept. Honolulu 6th Oct. Yokohama 19th

Oct. Kobe 20th, Nagasaki 23rd, and Woonung

25th, Mails and General.—O. & S. S.

CO.

CULGOA, American transport, 1,140, Comdr. J.

W. Carlin, U.S.N., 20th Oct.—Manila 17th

October.

EMPRESS OF INDIA, British steamer, 5,904,

O. P. Marshall, R.N.R., 1st Nov.—

Vancouver 10th Oct., and Shanghai 29th,

Mails and General.—C. P. R. Co.

EQUATORIA, Belgian ship, 1,236, W. Williams,

22nd Oct.—Swatow 21st Oct. Ballast.

Lauts, Wegener & Co.

HAICHING, British steamer, 1,267, A. E.

Hodgins, 1st Nov.—Fochow 29th Oct.

Amoy 30th, and Swatow 31st, General.

Douglas, Laprak & Co.

HAILAN, French steamer, 377, W. Bast, 1st

Nov.—Fakoh 29th Oct. Ballast and Hoihow

31st, General.—A. R. Marty.

HONGKONG, French steamer, 753, Bastian,

1st Nov.—Haiphong 30th Oct. Rice.

A. R. Marty.

HUE, French steamer, 704, P. Merles, 1st

Nov.—Haiphong 30th Oct. and Hoihow

31st, General.—A. R. Marty.

INDEPENDENT, German steamer, 871, A. Halz,

27th Oct.—Mojoi 20th Oct. Coal.—Sander,

Wieler & Co.

KAWACHI MARU, Japanese steamer, 3,781, J.

S. Thompson, 1st Nov.—Mojoi 28th Oct.

General.—Nippon Yusen Kaisha.

KWANG PING, Chinese steamer, 1,244, W.

Blake, 1st Nov.—Canton 1st Nov. General.

C. E. & M. Co.

LIGHTNING, British steamer, 2,123, S. H.

Belson, 31st Oct.—Calcutta 14th October,

Penang 21st, and Singapore 25th, General.

—David, Sassoon Sons & Co.

MAUSANG, British steamer, 1,643, J. Kynock,

21st Oct.—Sandakan 15th Oct. Timber.

—Jardine, Matheson & Co.

MONKONG, British steamer, 859, N. G. Major,

14th Oct.—Koh-si-chang 2nd Oct. Rice.

Yuen Fat Hong.

PETRAKID, German steamer, 1,252, Necker,

8th Oct.—Samarang 22nd Sept., and

Labuan 30th, General.—Lauts, Wegener

& Co.

QUARTA, German steamer, 1,146, H. Johannsen,

31st Oct.—Saigon 26th Oct. Rice and

Flour.—Sander, Wieler & Co.

SABINE RICKMERS, British steamer, 690, J. R.

Naber, R.N.R., 18th Oct.—Shanghai 15th

Oct. Ballast.—Amoy 14th Oct. Kaitaka.

SHANTUNG, British steamer, 1,815, Hampton,

25th Oct.—Samarang 19th Oct. Sugar.

Butterfield & Swire.